

## KILLED HIMSELF ON WIFE'S GRAVE IN HOLLYWOOD

Tragic Death of Captain Snider; Great Shock to His Friends.

## BROKEN BY GRIEF AND BAD HEALTH

Was Native of Richmond and Had Been Conductor on Southern Road for Many Years—Known to Hundreds of Travelers.

His health and grief drove Captain Philip M. Snider, seventy-six years of age, for fifty years passenger conductor of the Southern Railroad, to send a bullet crashing through his brain while he lay across the grave of his wife in Hollywood, yesterday morning. Death was instantaneous. At 10:40 o'clock in the morning a shot was heard in the cemetery. Twenty minutes later the lifeless body of the aged gentleman was found.

## Death Instantaneous.

The bullet entered Captain Snider's head just behind the right ear and coursed downward, coming out at the base of the brain. The body was stretched across the grave, face upwards. The revolver was in his right hand, which was lying across his hip.

Coroner W. H. Taylor was at once notified, and went to the scene. He declared that death was instantaneous. He ordered the remains to be taken to Sutherland's undertaking establishment, at First and Main Streets, where they were prepared for burial. The body was taken to his home, No. 127 South Pine Street, late last night.

## Was Widely Known.

Captain Snider was born in Richmond seventy-six years ago. When a young man he entered the railroad business, and was with the material train when the road from here to Danville was built. Later he was made conductor, and for more than a decade was on the passenger train from Richmond to West Point. He was personally known to the great majority of the traveling men, and numbered his friends in Richmond by the hundred.

For a number of years he had been an honored member of St. John's Lodge, No. 36, A. F. and A. M., of Richmond. He was also a member of the Knights of Honor, and the Royal Arcanum, a special communication of St. John's Lodge will be held this afternoon at 2:30 o'clock at the Masonic Temple to pay the last tribute of respect.

## In Failing Health.

Miss Snider said that her father left the house about a week yesterday morning. He often before had walked to Hollywood and sat for hours by the side of the grave of his wife. Nothing strange was thought of his action yesterday. About 11:30 o'clock the news came that he was dead and by his own hand. The daughter was prostrated and the son was completely broken down.

Captain Snider had been failing in health for a number of months. Some time ago he had two hemorrhages which greatly weakened him. On Friday he was well enough to go on his run, and worked all day. Saturday morning he had another violent hemorrhage and yesterday he could not go to work.

## Grieved for Wife.

It is thought that his feeble condition made him despondent, and that when he reached the grave of his wife he was driven to desperation by conflicting emotions. The revolver that he used was one he had carried with him day after day while at work. It was a 22-caliber Smith & Wesson.

Captain Snider had never been the same man since the death of his wife. She passed away in the same house where he resided nine years ago. At times when it was thought that he was getting over his grief, he would be overcome by a new wave of sorrow, and would think less of his wife.

## Everywhere Beloved.

(Special to The Times-Dispatch.)

WEST POINT, VA., December 30.—A telegram reached West Point from Richmond today at 12 o'clock telling of the death of Captain Philip M. Snider, one of the best known and most popular men that ever conducted a train from West Point to Richmond. He was like courteous to fishermen, hunters, women and children, and would do anything to accommodate them. He was great at reminiscences, and delighted to tell how he had been in continuous service as a conductor for over half a century.

He was the old Richmond Danville road in 1855. When he first began to run trains for the company the road did not extend any further than South Boston, and Mr. Charles Campbell was the superintendent. Captain Snider was ever thankful that so few accidents had befallen him. He remembered only one person hurt on his train, and that was a woman, badly scratched by being thrown out of her seat by a broken rail. His reign as conductor had been very peaceful. Among his cherished possessions was a complete daily record of the weather and other events for the past thirty years. He had not been to West Point since Thursday and had not been well for some time. He had seemed restless and nervous, and remarked that he had some writing he wanted to do.

## AMBASSADOR M'CORMICK HONORED BY FRANCE



AMBASSADOR M'CORMICK.

PARIS, December 30.—The French government intends, as a mark of appreciation of Ambassador M'Cormick's services in furthering the cordial relations between France and the United States, to confer upon him the Grand Cordon of the Legion of Honor. General Harbord Porter is the only American ambassador who has received this high distinction.

## BOY DANGEROUSLY ILL WITH TETANUS

Is But Eleven Years Old and is Chief Support of Large Family.

Jack Timberlake, eleven years of age, and the chief support of his parents and family of seven other children, lies dangerously ill with tetanus at Virginia Hospital. The boy was taken to the hospital on Saturday night, and Dr. E. J. Moseley immediately performed an operation on him and injected tetanus toxin. The boy's jaws are locked fast, and small hope is entertained of his recovery.

Jack hurt his foot in a press machine about six days ago, and, thinking nothing of it, allowed the hurt to go without medical attention. On Saturday tetanus set in, and he was taken to the hospital without further ado. He is being kept under the influence of opium in order to relieve the pain, but it is not thought that he can last much longer.

## PREPARING TO CATCH TRAIN, DIED SUDDENLY

Mr. Joseph S. Genth, seventy-two years of age, a shirt manufacturer of Baltimore, died suddenly in the home of his son-in-law, Mr. J. J. Robinson, No. 22 West Grace Street, yesterday morning at 7 o'clock. He had intended taking the 8:00 o'clock morning train for his home, and was dressing when he dropped dead. Several weeks before his death, Genth, a native of Baltimore, had been in Richmond several weeks visiting his daughter, Mrs. M. S. Rothchild, he leaves a wife and two sons and one other daughter. He lived at No. 102 Jackson Place, Baltimore. The body will be taken to his home today.

## MUNICIPAL SCANDAL IN NORFOLK CASE

NORFOLK, VA., December 30.—City Treasurer Harry S. Herman has furnished somewhat of a sensation for Norfolk, which promises to be the most of internal political strife. He got tangled up and made an effort to break into the house of Irene Jackson. His arrest followed on a warrant sworn out by the Jacksons, who are being charged with destroying personal property. Police officers Dowdell and Trueblood, in arresting him, were next subjected to his abuse and he was charged by the officers with cursing and resisting them.

## MONSTER MASS MEETING CONDEMNNS CONFISCATION

WASHINGTON, December 30.—A monster mass-meeting of the citizens of Washington of various religious denominations was held here to-night to condemn the action of the French government in confiscating the property of the Catholic Church, and imposing restrictions on the Catholics in France. The meeting was held in Columbia Theatre, and some of the most prominent citizens and religious leaders in this city were in attendance. The speakers were Edward H. Gans, of Baltimore; Rev. John Van Schaick, of the Dutch Reformed Church; Major McCrystal, of New York; and Rev. D. J. Stafford, of St. Patrick's Roman Catholic Church.

## THE SHAH IS BETTER. AND IS SITTING UP

TEHRAN, December 30.—The Shah sat up to-day, but was very weak. He has taken no solid food since last Sunday. The Shah and the Crown Prince signed the constitution at 9 o'clock this morning. The Crown Prince signed a subsequent document, in which he promised not to dissolve the present Parliament.

## MANY KILLED AND INJURED BY RAILWAYS

Two Men Killed and Two Injured at Chatham; on the Southern

## ROASTED ALIVE IN HIS ENGINE

Seaboard Engineer Meets Horrible Death Like a Hero—Dastardly Attempt to Wreck Southern Train by Piling Rocks on Track Near Whittles.

## RECORD OF WRECKS ON RAILROADS YESTERDAY

1. B. & O. wreck at Terra Cotta—28 killed, 60 injured.
2. Southern wreck at Chatham—2 killed, 2 injured.
3. Seaboard wreck at Peachland—Engineer roasted alive.
4. Electric car wreck at Cincinnati—1 killed, 30 injured.
5. Southern wreck at Whittles—none killed, many shaken up.
6. Southern wreck at Lewiston—Several cars demolished.
7. Hamburg wreck—5 killed, 10 injured.

CHATHAM, VA., December 30.—Seven cars of south-bound freight train No. 82 were wrecked here today, killing Grover Franklin and Archie Wyatt and slightly injuring Phil White, all of Danville. Stanley Mays, of Broome, Pennsylvania county, large scalp wound and skull fractured, compound fracture of right arm, rib broken, head and ankle lacerated. The train consisted of twenty-five loaded and seven empty cars, and was in charge of Conductor R. L. Miller and Engineer C. H. Chandler, both of Spencer, N. C.

The train was rounding a curve at a high rate of speed when a car about 1500 feet left the rails, caused, it was thought, by a broken flange. Two cars on the siding were overturned and wrecked. The wrecked cars were loaded with iron, hay, cement and oil, with the broken timbers and iron of the wrecked cars, were piled upon the track in one tangled heap. The track was torn up for some distance and heavy rails were snapped like pipe stems. The killed and injured were heading a run in one of the wrecked cars, and boarded the train at Franklin Junction. A wrecking train was sent from Monroe, reaching here about 7 o'clock, and will have the passage clear before midnight. The main line will not be cleared before morning.

Mays was taken to the hospital in Danville, where an operation will be made on his skull. He has brothers living in this country near Martinsburg, who were apprised of his condition by telephone.

## WRECK ON SEABOARD; ENGINEER ROASTED ALIVE

CHARLOTTE, N. C., December 30.—The Seaboard Air Line's fast mail, No. 22, northbound from Atlanta to Richmond, crashed into a string of loaded freight cars at Peachland, a flag station nine-and-a-half miles east of Monroe, late last night, partially wrecking the passenger train and killing Engineer S. E. Maxwell, of Raleigh. Running fifty miles an hour, Maxwell whiffed the freight train as he rounded the curve near Peachland, and with concern only for the passengers whose lives were in his care he applied the emergency brakes in an

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## BEAUTIFUL WIDOW SAID TO BE ENGAGED TO KITCHENER



Beautiful Mrs. Samuel Sloan Chauncey, sister of Lady Newborough, whose rumored engagement to Lord Kitchener, the woman-hater, is being discussed in London. Mrs. Chauncey, who was formerly a Miss Carr, of Louisville, Ky., has been, since the death of her husband, sought in marriage by many distinguished Englishmen, she having made her home in Great Britain for some years. At one time there were rumors of her engagement to Lord Rosebery.

## AGED BARONESS HAS PASSED AWAY

Lady Burdette-Coutts, One of the Greatest Philanthropists, Died Last Night.

LONDON, December 30.—Baroness Burdette-Coutts, famed throughout the world for her philanthropy, died here today, aged ninety-three.

Although she began her ninety-third year on the 21st of last April, the Baroness Burdette-Coutts continued her active interest in her works of philanthropy, although she has been so frail in body for the past few years that she has withdrawn almost entirely from society and from the public.

Since she was twenty years old, when she inherited \$9,000,000 from her grandfather, Thomas Coutts, the baroness's chief work in life has been judicious giving. She spent millions in tearing out London's slums and in housing schemes for the poor of the English metropolis. Her benefactions—religious, industrial and charitable—have been legion. She has contributed vast sums toward building new churches and schools throughout the United Kingdom. At a time of great destitution in Ireland she came forward with an offer of \$125,000 to relieve the distress.

## Many Offers of Marriage.

It is probable that no other woman living has received so many offers of marriage. From the time when, at the age of twenty, she came to London, the suitor of her grandfather's large estate, until her marriage, the baroness was besieged by suitors of all ages and ranks, from the Duke of Argyll down to numerous cranks. Several times she has been obliged to appeal to the protection

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## THE PRESIDENT MISSED TURKEY

Had Three Shots at a Big Gobbler, But Did Not Kill.

CHARLOTTESVILLE, VA., December 30.—Frustrated at his failure to bag another turkey yesterday after having scored up a gang in Green Mountain, seven miles west of Pine Knot, the President has planned a trip in quest of the wary birds again to-morrow, and has instructed his faithful colored aide, "Uncle" McDaniel, to be at the hunting holes by 6 o'clock to-morrow morning. He has learned enough about turkey-hunting to know that it is necessary to be in the woods by day. Soon after reaching the mountains yesterday morning the President encountered a gang of turkeys near a blind. When flushed they flew in various directions, but none came the President's way. Upon the advice of his colored aide, the President settled himself in the blind. "Uncle Dick" began to imitate the yelp of the turkey, and after patiently waiting both were rewarded by seeing one of the soldiers wandering to the spot where they were flushed. After the bird had come up within fair range the President knelt in the blind and took one crack at him. The gobbler rose and took rapid flight in the opposite direction, and at this the President jumped to his feet and fired twice and the shots again failed. There was no disguise, however, for turkeys are tough and hard to kill, and their heavy quills will often turn the shot.

## Attended Church.

After a strenuous day of outdoor life, the President rested well and slept later

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## THIRTY-EIGHT KILLED AND SIXTY INJURED IN APPALLING DISASTER

Train Crashes Into Crowded Passenger Cars at Terra Cotta Station.

HORRIBLY MANGLED DEAD AND INJURED STREWN ALONG TRACK

Engine Running at Sixty Miles an Hour Literally Dashed Through Three Cars—Engineer and Fireman Arrested.

## PARTIAL LIST OF THE DEAD.

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|---|---|
| Mary Lippold, thirty years old, employee of Bureau of Engraving and Printing. | Negro baby, unidentified.                                   |
| George Higbie, eight years old, Brookline, D. C.                              | Norman Rogers, white, Marion, Ind.                          |
| Unidentified negro, thirty-five years old.                                    | Mrs. J. McCaghy and her fourteen-year-old son.              |
| Unidentified white boy, twelve years old.                                     | Edward M. Belt, white, fourteen years old; address unknown. |
| Elizabeth Pearman, Takoma Park, D. C.   | Commodore P. Brown, sixty years of age; address unknown.    |
| T. J. Kelly, Kensington, Md.  | Professor King, organist Wesley Chapel, Kensington, Md.     |
| Dr. E. Garther Harris, Washington.  | Two negro women, unidentified.                              |
| Miss Kelli. (A Y. M. C. A. card was found in her pocket.)                     | Two white women, about thirty years old; address unknown.   |
| White girl, thirteen years old, unidentified.                                 | White woman, twenty-five years old, unidentified.           |
| White girl, eighteen years old, unidentified.                                 | White woman, twenty years old, unidentified.                |
|   | White child, unidentified.                                  |

## PARTIAL LIST OF THE INJURED.

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| D. W. Baker, United States District Attorney for the District of Columbia; heel cut off.                | Edward Williams, negro, Washington.   |
| Higbie, brother of George Higbie.   | N. W. Washington, face lacerated.   |
| Mrs. Edith Barnes, this city, back sprained; serious.   | John A. Kundo, this city, leg broken.   |
| Estelle Barnes, daughter of Edith Barnes, leg broken, scalp and forehead injured.                       | C. E. Fagan, Frederick, Md.   |
| Miss Catherine Hughes, this city, right hand broken, slightly injured about the face.                   | N. Maywood, Alexandria county, Va.  |
| John Dickens, Terra Cotta, D. C., scalp wound, cut on the forehead.                                     | Miss C. Cross, address unknown.   |
| Quentin M. Moore, this city, left leg broken, injured internally.                                       | Mrs. A. Moore, Washington.  |
| Mrs. Quentin Moore, slightly bruised.   | Mrs. D. Reake, Braddock Heights, Md.  |
| John Dr. Witt Moore, five years old, slightly injured.  | Catherine Hughes, Washington.   |
| Clarence Proctor, a well known amateur ball-player of this city, left leg crushed.                      | Mrs. Purman, school teacher, Washington, slightly injured. (Her mother was killed.)                       |
| Mrs. Proctor, his wife, badly shaken up.  | Mrs. R. J. Cooley, Washington, arm broken.  |
| Fred Hiser, Terra Cotta.  | Frank Legg, brakeman; will probably die.  |
| Henry Krebs, Terra Cotta.   | Howell Chambers, Washington.  |
| Miss Peake, Braddock Heights, Va., seriously.   | B. F. Leigh, brakeman of passenger train, Washington.   |
| Cornelius Eckhardt, Kensington, Md., severely injured.  | John C. Messing, Washington, slight injuries.   |
| Alfred York, Woodburn, Md.  | Miss Anna Moore, Sheridan, Md.  |
| Janette Reed, twelve years of age, Falls Church, Va.  | Miss M. Cooley, Washington.   |
| Fannie Austin, this city.   | Clyden Ransberg, Frederick, Md., scalp wound.   |
| Lucille Compton, address unknown.   | Richard T. Elgin, Washington, railroad man, both legs broken, head badly injured.                         |
| Al. Chambers, this city, slightly.  | Brookman B. Franklin, leg, body and head badly cut and crushed; condition serious.                        |
| R. F. Elgin, this city, slightly.   | John Wilkins, who got aboard the train at Terra Cotta, had his back and ankle broken and head cut.        |
| E. F. Legge, this city, seriously.  | Lyle Jones, address unknown.  |
| Mrs. M. Carr, Kensington, D. C.   | Thomas, wife and baby, Washington.  |
| E. M. Moore, this city, slightly.   | Mrs. Elizabeth Teiran, Takoma Park, Lucille Comp, aged six years, was severely injured, and may not live. |
| Raymond J. Cooley, seriously.   | His father escaped with a shaking up, but the mother has not yet been located.                            |
| Louis Baldwin, Washington, internally.  | Thomas C. Homiller, of Seneca, Md., severely injured about head and body.                                 |
| John C. Kauler, both legs broken, internally injured; will die.   | Roy Adler, of Poolesville, Md., had his right arm broken.   |
| W. C. Johnson, agent United States Express Company, Washington, arm broken and slight injuries to head. | John P. Martin, of Harper's Ferry, was due to arrive here on the all-fated train, but has not been found. |
| John Wright, negro, Baltimore, Md., shoulder and leg broken; will die.                                  |   |
| Frank Boditz, Frederick, Md., newspaper man, injured slightly.  |   |
| Roy Elder, Poolesville, Md., leg broken.  |   |

## SEABOARD PASSENGERS HELD UP ON TRAIN IN VIRGINIA; CONDUCTOR IS SHOT IN ARM

Robber Boarded Car in Richmond and Remained Quiet Until He Reached Lacrosse, When He Began Operations—Pulled the Emergency Brake and Then Escaped.

LA CROSSE, VA., December 31—4:30 A. M.—One of the most daring hold-ups that ever took place in Virginia occurred last night about one and a half miles north of La Crosse on Seaboard Air Line train No. 81, at 2:40 o'clock this morning.

A passenger apparently about twenty-five years of age boarded the train at Richmond and took his seat in the day coach. He was quiet and unobtrusive, and was accompanied by a young man of about eighteen years of age. When about seventy-five miles from Richmond, the elder man walked into the Pullman car and took his seat in the smoking compartment. Both the conductor and porter of the Pullman were in the day coach at the

time. As soon as the porter returned the stranger clapped a pistol to his head and forced him to lock both doors of the sleeper, after which masking himself he went through the car holding up half-asleep passengers at the front of a pistol. He had secured eight hundred dollars in money, and a diamond valued at five hundred dollars from a passenger, when the Pullman conductor forced his way in and attempted to arrest the thief. Quick as a flash the robber shot the conductor, and pulling the emergency brake cord, stopped the train and disappeared in the woods. At the same time his confederate in the day coach jumped from the car and also disappeared. The train

under charge of Conductor William Whitehurst, was run to La Crosse, where medical attention was secured for the wounded conductor, who, it was found was not seriously wounded having only been shot through the arm.

The robbers were both dressed in black; they both wore black overcoats. One wore a black felt hat and one wore a black hat. La Crosse is between Lawrenceville and Cochran, and is about seventy-five miles below Richmond.

Dr. W. W. Wilkinson, who dressed the Pullman conductor's wounds, stated this morning that the man was not in any great danger on account of the injury. This whole section is greatly alarmed at the outrage.

WASHINGTON, D. C., December 30.—An appalling disaster occurred to-night at 7 o'clock on the Baltimore and Ohio Railroad at Terra Cotta, about three miles from this city, in which about thirty-two persons were killed and over sixty injured, some of them so seriously that they will die. The accident was caused by the collision of train No. 38, due here at 6:25 P. M., from Frederick, Md., known as the Frederick special, with a dead-head passenger equipment special of about 300 cars. Over 300 passengers were about the ill-fated train. The railway officials to-night were unable to assign any cause for the collision. As soon as the news of the wreck reached this city all ambulances available as well as many physicians as could be assembled were sent to the scene. Of the injured seven were taken to Freedman's Hospital, fifteen to the United States Soldiers' Home Hospital, and twenty have been brought into the city on a special train to be carried to the various hospitals. Among the injured was District Attorney Baker, of this city, who despite his injuries, walked about two miles to Brookland and brought the first news of the wreck. He was completely exhausted, and after medical treatment was sent to the city. He said his experience, Mr. Baker said: "I was in the second car from the end, coming from my home in Germantown. I was four seats from the end of the car, just as the train left Terra Cotta station the crash came. We were carried in the wreckage for some distance. I do not know how I got out of the wreckage, but Mr. Darby, of Washington, assisted me to the drug store."

## Babies Killed.

One member of the crew of the passenger train, who sobbed into a drug store half hour after the accident, said: "I can't tell how many have been killed. It is awful. I don't even know how it happened. The freight engine went through the entire train, and it seems to me as if every one was killed in the last coach and many in the first." When the news of the accident spread about Brookland many citizens, with their wives, hastened to the scene to give their aid and comfort to the wounded. Mrs. H. P. Fisher, of this city, while responding to the call of a sufferer, almost stumbled over the body of a two-year-old child lying near the track. The baby was terribly bruised, but was still alive. It was said that the mother of the infant had been killed.

The ill-fated train runs only on Sunday for the benefit of Washingtonians who either have country places on the line or to visit relatives. It leaves Frederick at 4 o'clock in the afternoon and is scheduled to reach Washington at 6:25 o'clock. C. G. Galloway, superintendent of transportation of the Baltimore and Ohio, stated to-night that it was impossible yet to determine the cause of the wreck. He said: "We have on this division the most modern block system. Just what occurred we are unable at this hour to say because of the confusion incident to